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Sent: Wednesday, April 17, 2013 1:14 PM
To: Tonel, Monica
Subject: Bossburg History with Map
Attachments: Bossburg Mining History.docx

Attached.

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Bossburg History

The old town of Bossburg was established in 1888 as a mining camp and it was called Young America, after the Young America silver mine. Before it was formally named Bossburg after C.S. Boss and John Bergh in 1892, it was called and platted as Millington because of its stamp-type mining mill (Bamonte and Bamonte 1999; Florin 1987). C.S. Boss and John Bergh were two early influential settlers of the town. Chester S. Boss was a storekeeper and the first postmaster as well as a member of the first school board. John Bergh was an influential pioneer of the area and a clerk for the school board. The town rested on a flat about 40 feet above the left bank of the Columbia River. In the late 1890s, Bossburg was one of the great transportation center of Stevens County and a fast growing boom town of Northeast Washington (Smith 2002:57). In 1896, a road established from Colville to Daisy on the Columbia River was intended to move miners more quickly to mining areas (Ruby and Brown 1974). This road also sent miners from all directions to lucrative diggings at Republic.

By 1901, Bossburg had a population of 600 and growing (Smith 2002). It had many freighting outfits that transported all types of mining equipment to boomtowns in surrounding counties as well as British Columbia (Smith 2002). During Bossburg's peak it boasted 17 saloons, two telephone companies, a newspaper (*The Bossburg Journal 1893-1910)*; two hotels, two ferry companies, and three general stores. (b)(6) , a miner that moved to Bossburg in 1940 and worked at Young America, noted that the town even had a jail to hold rowdy saloon patrons from time to time (Personal communication with (b)(6) , January 2012). There was a racetrack and baseball field at the bank of the Columbia just below the town according to a March 1897 issue of *The Bossburg Journal.* (b)(6) r also mentioned that the town's water source came from a spring up in a canyon across the highway. He mentioned that there were about eight or nine springs between Bossburg and Evans (Personal communication with (b)(6) , January 2012).

According to (b)(6) , who grew up in Bossburg and attended the school there (School District # 52), people from Republic used to come with teams and wagons hauling ore to get across the ferry at Bossburg because the railroad was there. During its boom, the town of Bossburg had a substantial railroad depot that sent travelers up to British Columbia and back. (b)(6) recalled that the railroad split the town in half and there were many people living on the other side of the railroad closest to what is now SR 25. Figure 1 is a photograph of Bossburg taken in 1908.

Figure 1. The town of Bossburg, circa 1908 (Photograph adapted from Bamonte and Bamonte 1999, originally EWSHS, Frank Palmer photo).

In 1893, the price of silver dropped and financial issues arose in the mine. Mining operations began to slow down significantly, but the town of Bossburg attempted to remain prosperous by establishing a ferry across the Columbia River. A sawmill was also constructed to ship lumber (Florin 1987). According to a March 1897 issue of *The Bossburg Journal,* during the winter months, the community of Bossburg furnished La Roi mine in Rossland, B.C. 50 carloads of wood per month, mostly?? mine timbers and lumber. Apple and pear orchards were planted in hopes to revive the town's economy. Even remaining limestone formations were tapped and stone was shipped as building blocks as well as lime products (Florin 1987). Although the Young America mine did operate until the late 1950s, the town of Bossburg had almost entirely deteriorated by the early 1930s. (b)(6) recalls that it was the ferry business that kept Bossburg intact. When bridges were built across the Columbia River it killed the ferry business completely. The opening of the Kettle Falls bridge in 1929 eliminated the ferry service at Bossburg and Marcus (Ruby and Brown 1974). At the time the river was flooding to make Lake Roosevelt, the town was just a disintegrated lime plant. The United States Gypsum Plant had moved to Evans and then the post office at Bossburg finally moved to Evans (NPS Oral History Interview with (b)(6) 2011). Unfortunately, the exact location of the lime plant at

Bossburg is unknown. Future goals for this project would involve mapping the old townsite and research into land acquisition records, plats and deeds.

Today, very few remnants of the town of Bossburg remain intact. However, it appears that the town was not entirely cleared when the federal government purchased the land to flood the Columbia River to create the Coulee Dam. An old dirt road that traveled down to the ferry landing at the bank of the reservoir is still used by visitors for recreation. Parts of the cable ferry dock landing can be seen in the cut bank above the high water line just below the old townsite. Figures 2 and 3 show hewn logs and metal sticking out of the cut bank at the site of the old cable ferry landing.

Figure 2. Remnants of the Bossburg cable ferry visible in the cut bank (NPS photograph 2011).

Figure 3. A closer look at the old ferry landing (NPS photograph, 2011).

Above the reservoir bank on the flat where the town once thrived, evidence of orchards can be seen in a few fruit trees scattered across the landscape. There is a large berm that has been pushed up against the trees at the edge of the cliff overlooking the reservoir facing northwest. (b)(6) believes that the berm was created from the original clearing of the town. Two structures remain just off the road that (b)(6) said was the old "Main Street" of the town. When traveling south on the old main street the first structure that appears to the west is the fallen remains of a small milled wooden building that (b)(6) said was the town bakery, that was built around 1900. Figure 4 is a photograph of what is left of the old bakery.

Figure 4. The old Bossburg bakery according to (b)(6) (NPS photograph, 2011).

About 50 meters south of the bakery off the main road is a concrete stucco structure with a cobble stone chimney that appears to be fairly modern. The architecture is rare and unique for this area. The structure is made of stucco/concrete held together by chicken wire. (b)(6) said that this structure was a house built by (b)(6) in the 1950s. (b)(6) was a stone mason who lived there with (b)(6) until his (b)(6) sometime in the later (b)(6) continued to live in the house until (b)(6) became older and weak, then they left Bossburg and dispersed. Since this structure is on federal land, more research is needed to figure out which structures were still standing as part of the town when the government bought the land and which buildings were left in place and not cleared to create the reservoir. Examination of county deeds, plats and land acquisition records is necessary for the future of this research project. Figure 5 is a recent photograph of the (b)(6) house.

Figure 5. (b)(6) stucco house built in the 1950s (NPS photograph, 2011).

Other features evident in the landscape include various dumps, metal scatters, two Ford Model T cars and two pits that appear to be old privies near the (b)(6) residence. Farther south down the main road is the old Bossburg cemetery; however these features observed have not been properly mapped or evaluated due to the snow on the ground. Figure 6 is a sketch map drawn of what (b)(6) recalls of the old main street as well as visible structures and features; the main road, fenceline, metal scatters, the (b)(6) house and the old bakery. See Appendices A and B for maps of the town of Bossburg overlaid on aerial photographs of the area taken during 2007.

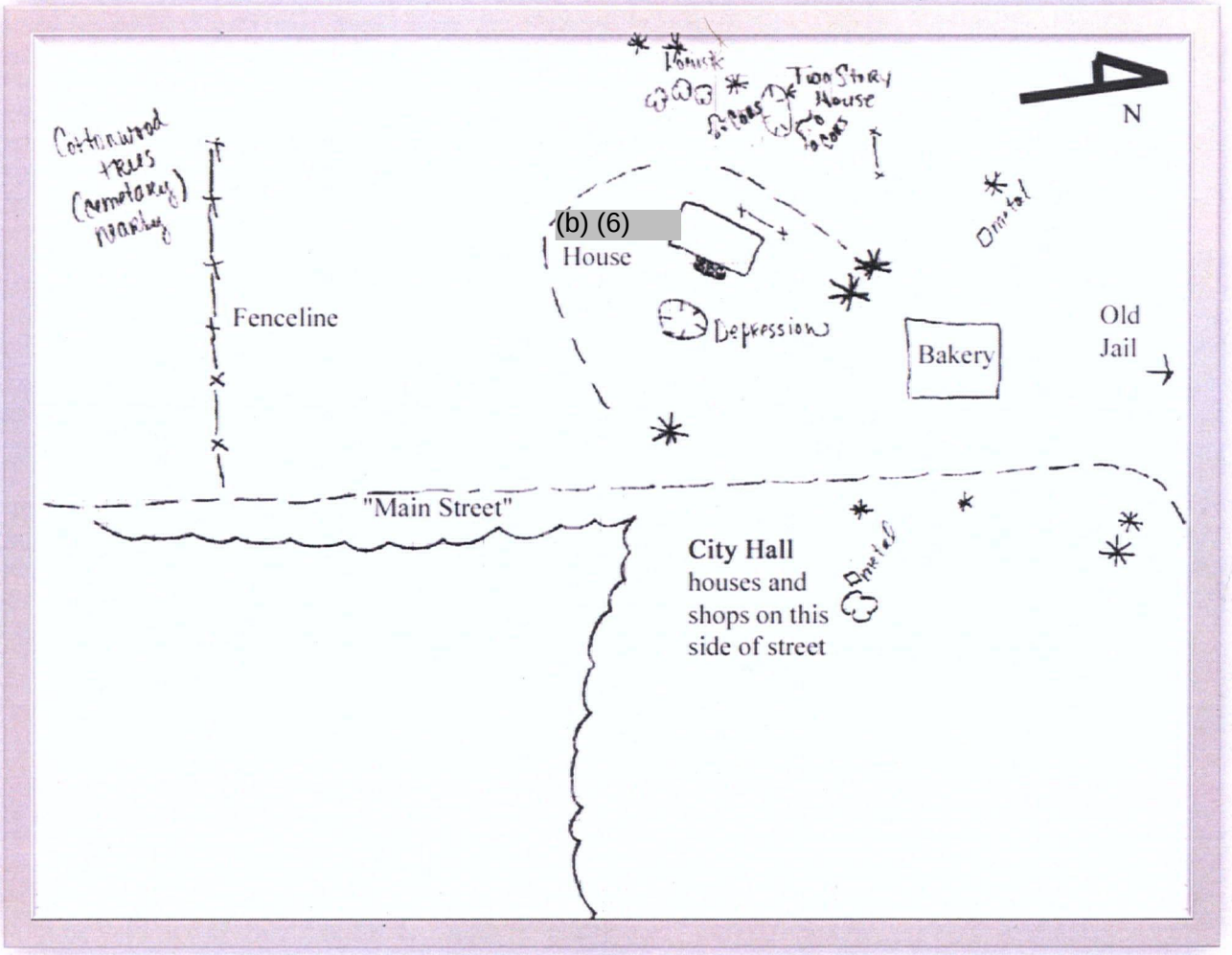

Figure 6. Sketch map of the old Main Street section of Bossburg (NPS 2012).

Mining at Bossburg

The Young America Mine, owned by Silver Hills Mines, Inc. of Washington, was the reason the town of Millington, later called Bossburg was originally platted. The mine was located on a very steep cliff about 1.5 miles north of the old townsite on the east side of SR 25. The galena ore there was so rich it was "specimen" material and for a while the mines in the area were going at top speed (Florin 1987). During the summer of 1892, 800 individuals were working at the Young America mine and a quartz mill was erected (Florin 1987).

The Young America mine, alternately called Robena, was credited with 2,178 tons of shipping ore since 1901 with just a few carloads prior to 1890. Later shipping ore consisted of three tons of lead and 15 tons of Zinc concentrates in 1950 and 20 tons of lead and 35 tons of zinc concentrates in 1951. Ore materials consisted of sphalerite, galena, smithsonite, geocronite, cerussite, cervantite and stannite. Commodities included zinc, lead, silver, gold and copper

(Hurst 2000). An advertisement in *The Bossburg Journal* (March 1897) stated, "Bossburg to be the Front as a Mining Center, Variety of Resources, Fertile Valleys and Hills-Distributing Point for the Reservation." Another advertisement for Bossburg called the town "The Hub of Mining Country of Northeastern Washington" (*The Bossburg Journal*, March 1897).

According to (b)(6) who worked at the mine for a brief period in the 1940s, "everyone who used to work at the mine had to walk up there because it was too steep for personal vehicles." "Even in the snow, some men used to walk all of the way from Kettle Falls and back every day to work to the Young America mine" (Personal communication with (b)(6) (b)(6) January 2012). The (b)(6) family lived up the steep slope near the mine. There was a flotation mill located almost directly across the highway from the mine and a large truck would come from the mine and back up to the highway to dump rock into the mill to crush it up and be separated in the flotation pond below. The flotation mill was built in the late 1940s by Gregor Mines, Inc. The mill and loading dock or ramp was constructed of sawed timber that is still standing today and visible from SR 25. Figure 7 is a recent photograph of the Young America flotation mill facing west from SR 25 (NPS 2011).

Figure 7. This milled wooden structure was the flotation mill built in the 1940s for the Young America mine (NPS photograph, 2011).

The flotation pond was located on a flat about 100 yards downslope from the mill. Tailings from the mill were discharged onto a flat between the mill and a railroad embankment along the shore of the Columbia River. A culvert beneath the railroad would normally carry the overflow from the flotation pond into the reservoir; however the dikes apparently were not well maintained during mill operations and white sludge run-off was visible for some years. The culvert has since been buried and white sludge run-off is no longer visible on the ground surface.

The flotation pond was intended for use as a separator. According to (b)(6) the bad elements from the ore would float to the top and the lead would sink to the bottom of the pond. The ore that was being processed during (b)(6) 's time at the mine was taken to the smelter at Kellog, Idaho because the Northport smelter that was just north of the Young America mine was mainly used to smelter ore from Canada and had been out of service since the 1920s. (b) (b)(6) mentioned that the Young America mine quit using the flotation mill sometime between the early to mid 1950s. (b)(6) also said that a man named (b)(6) was using the Mill Creek and also ran the Bonanza mine nearby. (b)(6) was one of the last miners of the area leftover from the early days.

Archeological (b)(3)

(b)(3)

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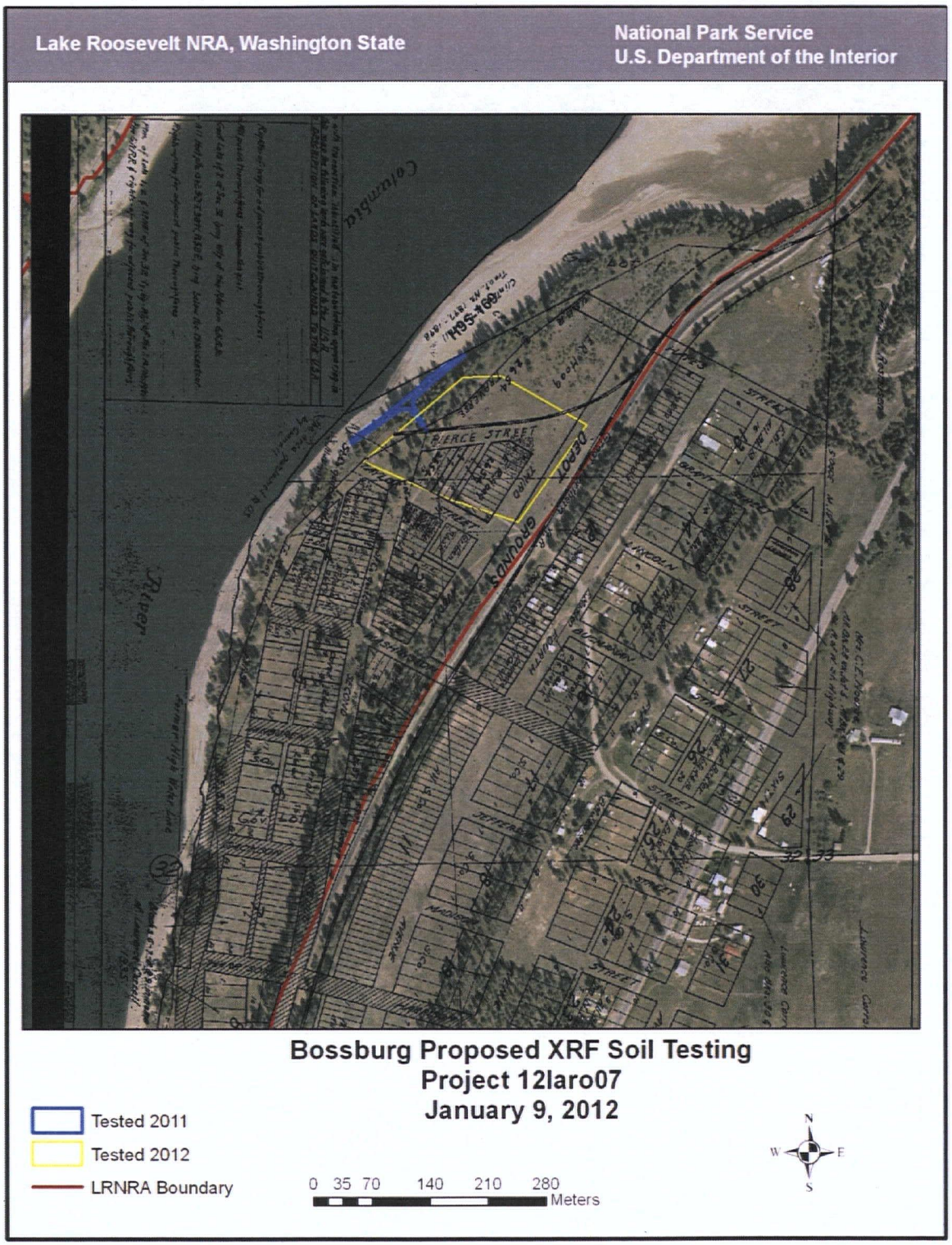
Appendix A- Map of the old town of Bossburg overlaid on aerial photograph.



Appendix B- Closer view of Bossburg town overlay